

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Uzbek SSR)

REPORT

SUBJECT Industrial Plants and Building
Activity in Tashkent

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reports on industrial plants and building activity in
Tashkent

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Attachment 1: A six-page report on the Motor Vehicle Repair Plant No. 1 in Tashkent with an overlay, sketch, and legend for the period January 1958-October 1959.

Attachment 2: A detailed, annotated sketch of the Tashkent Textile Combine for the period 1949-October 1959.

Attachment 3: A two-page report on Construction Directorate No. 152 in Tashkent for the period August 1954-May 1959. the 50X1-HUM various administrative and name changes the directorate has gone through since 1954 and some of the buildings erected by this directorate.

Attachment 4: A five-page report on the Ministry of Railways' plant (MPS) in Tashkent with a legend and sketch of the plant and a sketch of the plant area for the period July 1952 to January 1955.

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USSR (Uzbek SSR)

1. Construction Administration No. 152
in Tashkent including background information

2. Construction of new schools in Tashkent

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1. [redacted] the Construction Administration (Stroitel'nyy Trest) No. 152 in Tashkent from early 1957 to May 1959. During this period the organization had various names, addresses and activities as indicated below.
2. From August 1954 to 17 January 1955 the organization was known as the Repair and Construction Office (Remstroy Kontora) or the R.S.K. with offices near Park Pobeda in the northern section of Tashkent. The R.S.K. repaired worker's houses in the Kirovskiy Rayon of Tashkent. Approximately 300 workers were employed by the R.S.K.
3. From 17 January 1955 to August 1955 the above organization was known as the Construction and Installation Directorate (Stroitel'no-Montazhnoye Upravleniye) or S.M.U. No. 5 with offices near the Takhtapul Bazaar in Tashkent. S.M.U. No. 5 constructed houses for workers in the Kirovskiy Rayon of Tashkent. Approximately 400 to 500 workers were employed by the S.M.U. No. 5. The Director of S.M.U. was an Uzbek named Azizov (fnu) [redacted]

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4. From August 1955 to May 1956 the organization was known as the Administration of Employment of Labor (Upravleniye Nabora Robochikh) U.N.R. No. 227 and its office was near an unnamed open market near Parkentskaya ulitsa in Tashkent. The U.N.R. No. 227 built houses for workers and schools in the Kirovskiy Rayon of Tashkent. Approximately 800 workers were employed by the U.N.R. No. 227.
5. From May 1956 until the beginning of 1957 the organization was known as the U.N.R. No. 995 and the offices were near an unnamed bazaar near the Uritskogo trolley stop in a building which had formerly been a garage. About 900 people were employed by the U.N.R. No. 995 in building houses and schools.

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6. In the beginning of 1957 the U.N.R. changed its name to Construction Administration No. 152 but the offices remained at the location mentioned above. Trest No. 152 was engaged in building living quarters, educational institutions, theaters and plant buildings. Trest No. 152 had about 1,460 workers including 460 engineers who were graduates of various unnamed technical and polytechnical schools.
7. A high school named the Ten Year High School (Desyatiletka) was built near the Takhtapul Hospital in the vicinity of Park Pobeda, Kirovskiy Rayon by the U.N.R. No. 227 during the period August 1955 to May 1956. The building was approximately 60 meters long, 13 meters wide and three stories high.
8. A technical school called Hydro-Technical School¹ (Gidrotekhnikum) was built near the intersection of Poligraficheskaya ulitsa and Turk-Kurganskaya ulitsa, Kirovskiy Rayon by the U.N.R. No. 227. The building was nearly completed in July 1956. The school was a three story building approximately 80 meters long, 12 meters wide and 13 meters high. There were approximately 40 rooms on each floor of the building, each room measured about 50 meters square.

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9. An institute [redacted] by the name Communications Institute² (Institut Svyazi) was under construction by Trest No. 152 on ulitsa Maslova in Kirovskiy Rayon. [redacted] there were two buildings completed and the construction of a third building was scheduled. The classroom building of the institute will have stories when completed. Each floor had classrooms 40-50 meters square. The building used for student's dormitories was five stories high and had approximately 220 rooms. The third building scheduled for construction was also to be five stories high and was to be used for dormitories. During the construction of the classroom building of the Communications Institute [redacted] students attended classes in a small building [redacted]

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Comment No. 1: [redacted] one of the courses taught at the Hydro-Technical School was how to locate water and especially how to find mineral springs for therapeutic purposes. [redacted] students discovered a hot spring in Park Pobeda with water of 52 degrees. The water of this hot spring was piped to the nearby Takhtapul Hospital where it was used for the treatment of rheumatism and gout,

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USSR (Uzbek SSR)

Motor Vehicle Repair Plant No. 1
in Tashkent, Uzbek SSR.

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1.

Vehicle Repair Plant (Avtoremontnyy Zavod) No. 1, ¹ was commonly referred to by the workers as Avtozem Zavod. The plant was located on Ulitsa 8 Marta in the southeast section of Tashkent. the plant engaged only in major overhaul and repair work on engines, chassis and bodies of civilian passenger vehicles, small and large buses, and light and heavy trucks. The plant was subordinate to the Uzbek Ministry of Transportation. Electricity was supplied to the plant through a power transmitting substation in Tashkent; however the substation in Tashkent received its power from Chirchik (N 41-29, E 69-35), because during one of the severe winters the plant did not have electric power² until the ice was broken up in the dam at Chirchik. There was always a shortage of materials and parts at the plant; if a worker wanted to fill his norm and thereby earn a decent wage, he had to learn where to scrounge for parts that were scarce.

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2.

The plant was engaged in overhauling engines of civilian motor vehicles which had been driven over 150,000 kilometers and performing necessary repairs to chassis and bodies of motor vehicles. vehicles were brought in for overhaul after being driven for only 60,000 to 70,000 kilometers; however, the average mileage rate was between 100,000 and 150,000 kilometers. 11 to 12 small buses were repaired each month each month the plant overhauled or repaired about 120 to 130 large trucks, 15 to 16 large buses and 45 to 50 passenger vehicles and light trucks.

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3.

between 600 and 700 people were employed at the plant, of whom 100 were administrative employees, 100 skilled workers and technicians; the remaining

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four to five hundred were unskilled laborers. Of the administrative employees 70 percent were women, and about ten percent of the unskilled workers were female; there were no female skilled workers.

Although the plant normally operated on one shift there were a few occasions when it was necessary for a particular shop to work a second shift. The plant operated five days a week with one shift, starting at 0800 and ending at 1700, with one hour for lunch; on Saturdays, the work hours were from 0800 to 1500.

administrative workers received from 600 to 700 rubles per month, skilled workers from 1,200 to 1,500 rubles per month and unskilled workers from 800 to 1,200 rubles per month. A deduction of ten percent for income tax was automatically made from each worker's salary. Trade Union dues of one percent were paid personally by the workers to the Trade Union office. Workers received their salaries twice a month; the advance was paid between the twenty-fifth and twenty-seventh of the month and the final pay was made between the tenth and twelfth of the month. The grade (razryad) system was in effect at the plant with grades ranging from two to six. the following was the schedule of base or monthly pay for the various grades:

Grade 2 - 280 rubles per month
 Grade 3 - 470 rubles per month
 Grade 4 - 570 rubles per month
 Grade 5 - 695 rubles per month
 Grade 6 - 800 rubles per month

Three civilian guards, armed with carbines, patrolled the plant area during the day; and there was one guard stationed at the plant's gate twenty-four hours a day.

The Chief of the Guards was also the responsible fire inspection officer. Although there was no fire department in the plant area, each shop of the plant had barrels of water and sand placed at regular intervals, as well as hatchets hung on the walls for use in case of fire.

The plant director was Andrey Zhistovskiy

Attached are sketches of: (1) Annotated overlay pinpointing the location of Motor Vehicle Repair Plant No. 1 and (2) sketch, not drawn to scale, of a site layout of the plant.

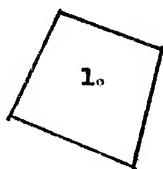
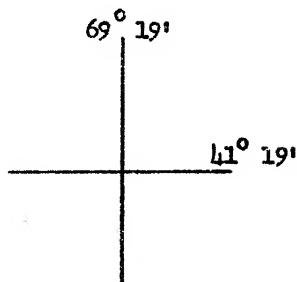
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Legend

1. Area B of Aircraft Assembly Plant No. 84
2. Motor Vehicle Repair Plant No. 1
3. Motor Vehicle Repair Plant No. 41 (1959)



69° 17'

OVERLAY PINPOINTING MOTOR VEHICLE REPAIR PLANT No. 1 AND VICINITY ON CHART OF TASHKENT.

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41° 16'

SKETCH No. 1

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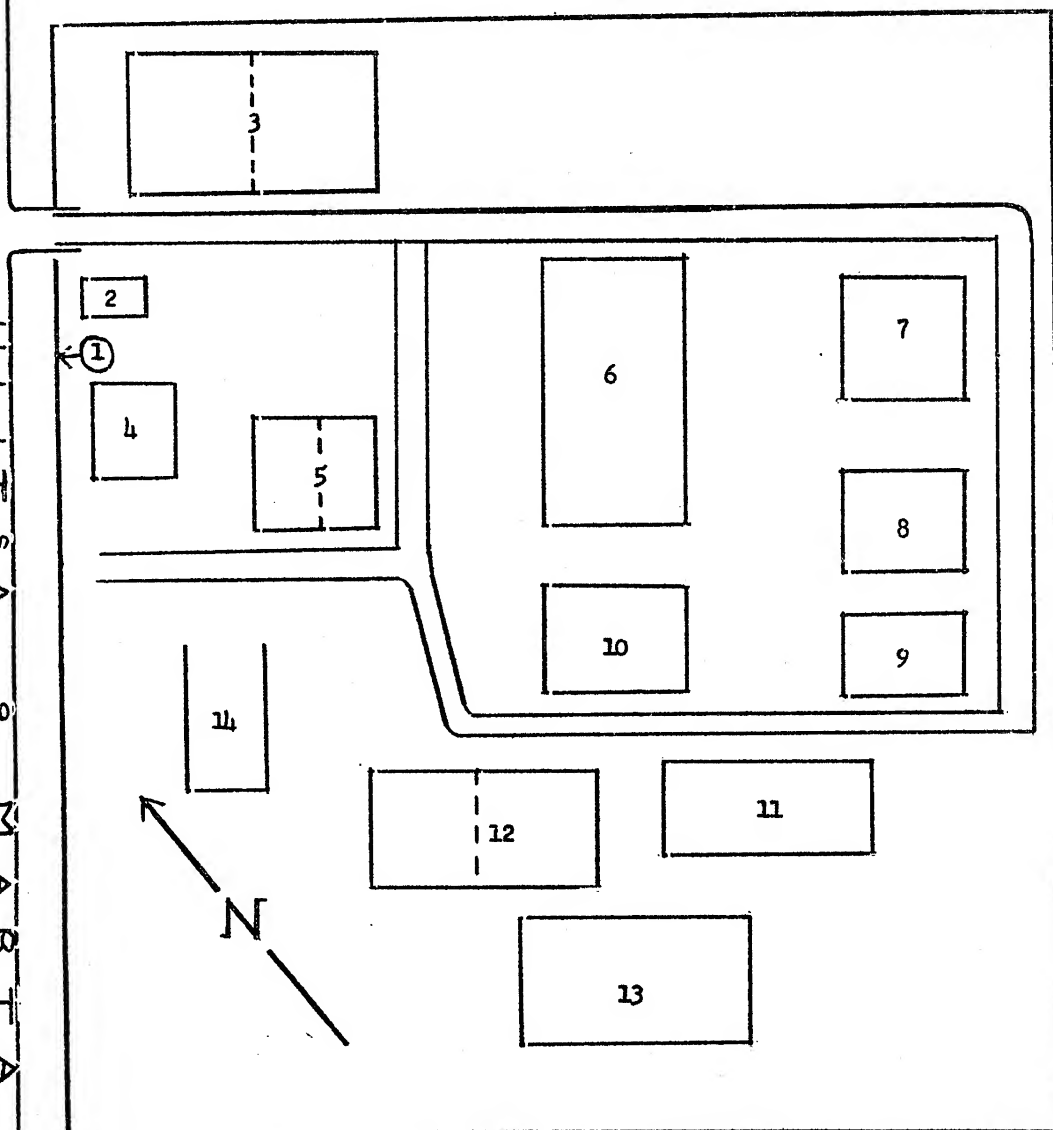
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Sketch of Motor Vehicle Repair Plant No. 1 (Not Drawn to Scale)
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SKETCH No. 2

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12. Paint Shop and Large Bus Repair Shop - one-story, brick building, about 35 meters long, eight meters wide and five meters high. This shop employed about 25 people who machine-sprayed and hand-painted the interiors and exteriors of vehicles. Approximately 80 people were employed in the large bus repair shop repairing the bodies of large buses.
13. Chrome Plating Shop - one-story, brick building, about eight meters long, six meters wide and five meters high. This was a new building completed at an unknown date in 1959. About 25 people were employed in this shop chrome-plating such items as door handles, window openers, etc.
14. Receiving Station - open area about 60 meters by 50 meters, where vehicles to be repaired, as well as vehicles already repaired, were parked.

1. Comment: besides Motor Vehicle Repair Plant No. 1 there was a Motor Vehicle Repair Plant No. 2 located on Ulitsa Poltoratskogo in Tashkent and a Motor Vehicle Repair Plant No. 4 (shown as Point 3 on attached Sketch No. 1. Page 3) where military vehicles were repaired.

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Following is a description of points on the preceding sketch No. 2 (Page 4)
of the site layout of Motor Vehicle Repair Plant No. 1 in Tashkent

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1. Brick wall - approximately two and one half meters high surrounding the entire plant area.
2. Guard's Booth - brick building about two and one half meters long by two and one half meters wide and two meters high. A guard was on duty around the clock at this post, where passes of workers and vehicle drivers were checked.
3. Electrical Equipment Maintenance Shop and Vulcanizing Shop - one-story, brick building, about 15 meters long and from seven to eight meters wide and four meters high. About one third of this building was the electrician's shop where approximately ten electricians were employed in the upkeep and maintenance of the plant's electrical equipment. The vulcanizing shop employed about twenty people who vulcanized cuts in tires and re-threaded tires.
4. Administration Building - one-story, brick building, about twelve meters long, ten meters wide and four meters high. Offices of the plant director, Communist Party secretary and the Trade Union secretary were in this building. About 40 to 50 people worked in this building.
5. Machine Shop and Small Bus Repair Shop - one-story, brick building, about 25 meters long, 15 meters wide and five meters high. The machine shop employed approximately 20 people who operated various types of unspecified drills, lathes and presses making vehicle parts needed by the various shops of the plant. The small bus repair shop employed about 20 people who repaired only the bodies of small buses, such as replacing supports, repairing floors, straightening out dents, etc.
6. Engine Overhauling Shop - one-story, brick building, about 50 meters long, 30 meters wide and 15 meters high. This building was equipped with two cranes running the length of the building on each side. the cranes had a two ton capacity. All engines for small buses, trucks, automobiles and large buses were overhauled in this shop. About 300 people were employed in this building.
7. Metal Cutting Shop - one-story, brick building, about 15 to 18 meters long, ten meters wide and from six to seven meters high. This was a new building completed in August 1959. About 25 people were employed in this shop cutting sheets of an unknown type of metal into various sizes and forms.
8. Warehouse - one-story brick building, about 15 meters long, six meters wide and six meters high. Automobile and truck engine parts as well as raw materials were stored in this building.
9. Warehouse - same dimensions as building at Point 8 above and used for the same purpose.
10. Forge Shop - one-story brick building, about six meters long, six meters wide and four meters high. Only seven or eight people were employed in this shop.
11. Compressor Shop - one-story, brick building, about eight meters long, four meters wide and four meters high. it housed an undetermined number of air compressors with pipes leading to all the shops of the plant requiring the use of compressed air in their work.

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Site Layout of Tashkent Textile Combine
in Tashkent

2

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1.

Director of the plant since 1957 was Abdulayev (fnu), who succeeded the former director Kambov. Director of the Spinning Plant (Natochnaya Fabrika) of the combine was Serafima Romanovna (fnu) Director of the Machine Plant (Mekhzavod) of the combine was Pikhtin, (fnu) Engineer at the Spinning Plant was Strel'tsov, (fnu)

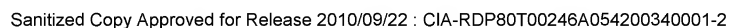
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2. Following is a sketch of the Tashkent Textile Combine.2

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USSR (Uzbek SSR)

Ministry of Railways Plant in Tashkent

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1.

The M.P.S. plant produced parts for locomotives, compressors, and pneumatic hammers. It was located on Ulitsa Krasnykh Partizan² in the Takhtopul area of the Kirovskiy Rayon in Tashkent.

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2. During World War II the plant had produced mostly tank parts.

the pneumatic hammers were known by the trade mark "KV" (KB in Russian)

3. the M.P.S. plant employed 500 to 700 workers. There were three shifts daily. In the Lathe Shop the day shift, which was the largest, employed 150 to 200 workers, about 20 percent of whom were women.

Most of the workers in the group were fourth and fifth grade workers; grades six and seven were reserved for a few senior workers.

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4.

5. The administrative procedures such as hiring, firing, pay periods, leave, etc., followed the usual Soviet pattern for industrial plants. In hiring employees after 1955, the plant instituted tests to determine whether the applicant could actually do the work for which he was applying. The M.P.S. plant provided for its workers during the lull periods when production and orders were at a standstill (prostoy) by giving them a minimum wage; the rate varied according to the grade. For instance, the fourth grade lathe operators were paid two to two and a half rubles per hour and a sixth grade worker would be paid at the rate of three or three and a half rubles during such periods.

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6. [redacted] the director of the M.P.S. plant was one SURALOV (phonetic)

Sketches

7. Sketch No. 1 is [redacted] sketch of the location of the M.P.S. plant and surrounding area
8. Sketch No. 2 is [redacted] sketch of the M.P.S. plant layout. The points indicated on the sketch are described as follows:

Point No. 1: Administration Building - about ten meters wide by fifteen meters long, two-storied, of beige³ colored brick construction. It contained the office of the director and other chief administrators, the bookkeeping department, the trade union office and the labor and wage section.

Point No. 1a: Dispensary and first aid station - one story building adjacent to the administration building; about ten meters long by four meters wide.

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Points No. 2,

3 and 4: Different shops within one large building. [redacted] the overall size of the building [redacted] approximation of 100 meters in length by 20 or 30 meters wide. It was of beige colored brick construction, one story high (10 meters) except over Point 2 where a second floor housed the Foundry Shop (parts were cast and tempered here).

Point No. 3: Assembly Shop - for assembling pneumatic hammers and compressors.

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Point No. 4: Machine Shop [redacted] This was the largest of the three shops in this building and one of the largest in the entire plant. The shop was divided into sections, about 20 in all. Each section had its own Master (foreman) who allocated and supervised the work and was in contact with the shop chief, cost accountants and production inspectors.

Point No. 5: Machine Shop which turned out smaller details than the shop described in Point No. 4. This was a two-story building about eight meters by

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ten meters, of beige colored brick construction, with a red roof made of slate tiles about 80 centimeters by one meter. The second story of this shop was used as an evening school for the hundred or so employees who were completing their high school education and taking subjects which would help them improve their particular trades (shop mathematics, tensile strength of materials, etc.).

- Point No. 6: Woodworking Shop - about six meters by eight meters. One story, beige colored brick construction.
- Point No. 7: Tool Shop - actually an instrument and mechanical shop combined, which made and repaired all the tools used by the plant and repaired all the machinery used at the plant. The building was one story, about eight meters by ten meters, of beige colored brick construction.
- Point No. 8: General warehouse - about ten meters by twenty meters. Valuable materials and new parts made by the plant were kept in the warehouse. Other parts were stored in open sheds around the plant area.

(Sketch No. 1 and Sketch No. 2 follow on the next two pages.)

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1. [redacted] Comment: This is actually the machine manufacturing plant of the Ministry of Railways; it is known officially as the "M.P.S. Plant". [redacted] did not know the plant's subordination other than what its ministerial title implied [redacted] the ministry was directly under Moscow [redacted]
2. [redacted] Comment: Ulitsa Krasnykh Partizan was renamed Bol'shaya Almazarskaya Trassa in 1958. It was asphalted, about six meters wide and about three kilometers long; trolley No. 2 ran along this street from the center of town.
3. [redacted] Comment: [redacted] most of the buildings in Tashkent were built of beige colored brick instead of the red brick, which the Soviets considered of poorer quality because it was not baked sufficiently.

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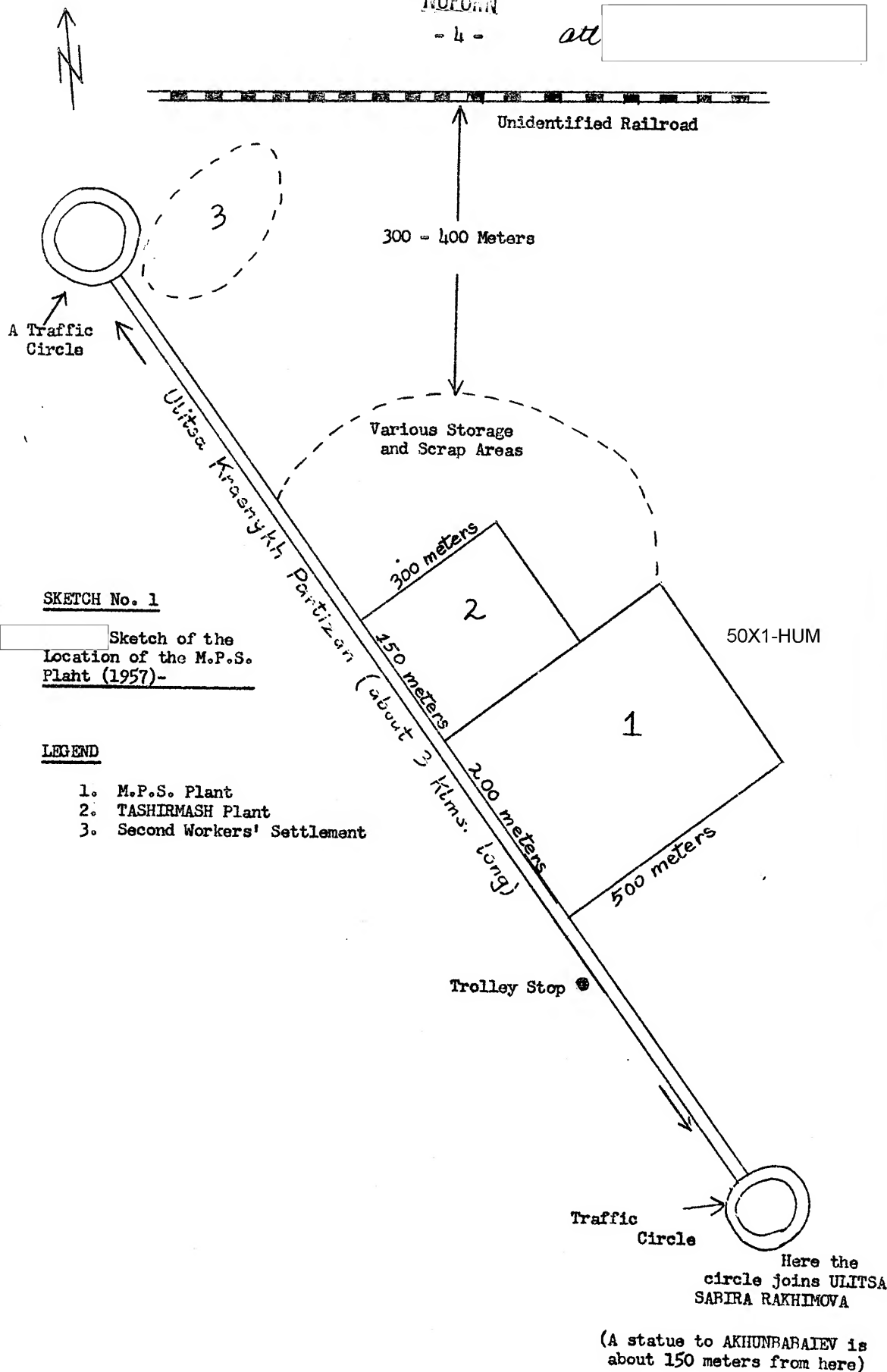
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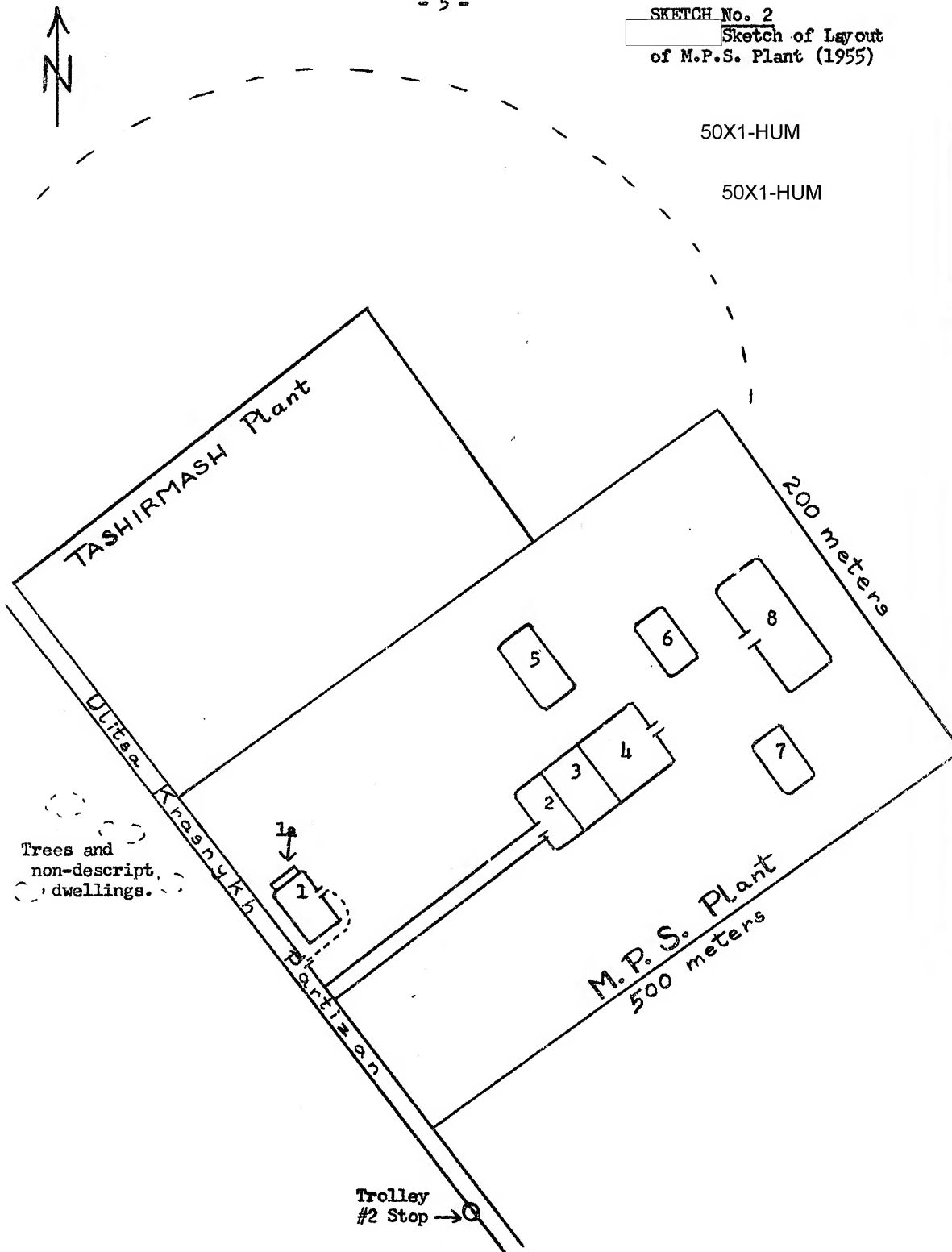
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SKETCH No. 2

Sketch of Layout
of M.P.S. Plant (1955)



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